

HANDSOME DEPOT FOR ASHLAND LINE

Will Be Commenced Within a Month, and Is to Cost Twenty Thousand Dollars.

BE OPERATED BY FEBRUARY

Many Railroad Officials Are indicted by Grand Jury for Giving Rebates.

The Ashland Branch of the Richmond and Chesapeake Bay Railway Company is fast nearing completion, and will certainly be in operation by February. The fact is, the line would have been completed long ago except for bad weather, which has delayed the contractors in every branch of the work.

Mr. Henry W. Anderson, general counsel for the company, and Mr. Gould's personal representative in Virginia, states that the rails between Richmond and Ashland will be all down within three weeks, and that within thirty days the station building at Broad and Laurel Streets will be commenced.

Messrs. Nolant and Rusher, who are the architects, and while the plan on which they are now engaged has not been definitely accepted, the general style of the building has been determined. It will be two stories in height, built of stone and brick, in the most substantial manner. From the entrance on Broad Street passengers will be carried on elevators to the second floor, which will be on the level of the train sheds. The station, which will be built so that it can be enlarged, will cost in the neighborhood of \$20,000.

Judge Leach R. Watts, general counsel of the Seaboard Air Line, and Mr. John Seddon Williams, ex-president of the Georgia and Florida, are indulging in a war of words regarding the management, past and present, of the Seaboard Air Line.

Both railway officials are striking out straight from the shoulder, and their correspondence is of "red-hot" variety. Judge Watts's letter is being mailed through out the State, and Mr. Williams will also take the same means of airing his opinions.

The Southern has announced the following appointments: Hadden Miller, freight agent; J. M. Denney, general passenger agent; John M. Beall, general passenger agent; St. Louis, S. W. Clarke, superintendent of transportation; Mobile, Ala., George S. McKee, superintendent of motive power and car equipment; Norfolk, G. F. Hine, superintendent way and structures; St. Louis.

T. O. Cole, heretofore with the Lehigh Valley, has been made chief of car service of the Seaboard Air Line in Portsmouth.

General Freight Agent Capps, of the Seaboard Air Line, has just issued for the benefit of its patrons a list of cotton rates along that system. The list shows 22 cents for cotton, and the minimum penalty for violation in each case is \$1.00 and the maximum \$2.00. The indictments include shippers and officials.

Fourteen indictments have been returned by the special Federal grand jury in St. Louis, which convened in Minneapolis, October 23, to investigate alleged freight rebates. In the case of the railroads the indictments include 14 counts. The minimum penalty for violation in each case is \$1.00 and the maximum \$2.00. The indictments include shippers and officials.

Great Northern—David C. Black, general freight agent; Minneapolis, W. W. Brown, freight traffic manager; St. Paul, A. G. Maguire, assistant general freight agent; St. Paul, G. L. Stevens, assistant general freight agent; St. Paul, H. A. Kitchell, assistant general freight agent; St. Paul.

Chicago, St. Paul and Minneapolis—P. C. Clinton, assistant general freight agent; Minneapolis, E. R. O'Brien, general freight agent; St. Paul, H. M. Pearce, freight traffic manager; St. Paul.

Wisconsin Central—Burton Johnson, general freight agent; Milwaukee, G. T. Huey, assistant general agent; Minneapolis.

St. Louis Railway—J. T. Kenney, contracting freight agent; Minneapolis.

Captain Wilson Back.

State Highway Commissioner Wilson has returned from Chicago City county, where he went to talk over road building with the supervisors.

He says the people in Tidewater are waking up on the subject of good roads, and are beginning to take hold of the situation in earnest.

Captain Wilson will go to Norfolk in a few days to get the work on the expansion of the road started. It will be begun in November 1906, the contracts having already been let.

POLICE INSPECTION.

Review of Entire Force to Be Made by Board.

The Police Board will meet this afternoon at a public session to review the entire force of the city, and to make a report on the condition of the force.

Car Smashes Wagon.

An accident occurred yesterday morning on the main highway between the city and the country, when a car smashed into a wagon, and the driver was killed.

The car was driven by a man named John Smith, and the wagon was driven by a man named John Jones. The car was a 1905 model, and the wagon was a 1904 model.

EVERYBODY TESTIFIES

Nothing But Praises for

ELIXIR BABEK

This Great Preventive Against Typhoid Fever and Diphtheria Cures for Cholera, Fever, Ague, Loss of Appetite, Bile, Headache, Dyspeptic Disorders, Headaches, Pains in the Back, Side or Limbs, is highly endorsed by physicians, nurses and thousands of cured patients. Babek makes you work, Babek makes you strong. Insist on Babek. Beware of substitutes. Sold for sale at all druggists. 50c per bottle.


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CROSSETT SHOE

MAKES LIFE'S WALK EASY

TRADE MARK

\$4.00 — \$5.00 BENCH MADE

It may seem easier to meet the shoe question by taking the first opening you happen to see. But it isn't. The right opening leads into comfortable Crossetts. When material went up we were fenced in by a problem: should we go under in quality to maintain the price—or over the price to maintain the quality? We went a bit over—and left the quality safe.

Call on our agent in your city, or write us.

LEWIS A. CROSSETT, Inc.,
North Abington, Mass.

Do you Believe in Signs? Crawl under a fence and you'll get into trouble.

ENLARGE FREIGHT YARDS TO MEET INCREASED DEMANDS

Chesapeake and Ohio Lets Contract to Bridge Over Canal and Lay Additional Tracks to Facilitate Handling of Shipments—Work Commenced Long Ago.

Chief Engineer Cabell, of the Chesapeake and Ohio, on yesterday awarded the contract for the long delayed improvement of the Ninth Street freight yards, which has been discussed by both the shipping public and the officials of the road for a year past. Some two or more acres of space will be acquired by bridging over the old canal and putting down five additional tracks. This work was commenced years ago, when the old "basin," the terminal of the James River and Kanawha Canal, was filled in to provide for a freight house and tracks. There was left, however, a narrow canal, which supplied water to Gallego Mills and several other manufacturing establishments below. This canal will now be bridged over with steel girders, so that the Chesapeake and Ohio Ninth Street yard will extend from Canal Street to Byrd Street, and from Seventh Street to Gallego Mills.

A. M. Walcott has secured the contract for the work, which will cost in the neighborhood of \$150,000, and will be finished by early summer. The increased yard space at Ninth Street will greatly facilitate the handling of freight, for at this time much of the carload shipments that come over the James River division of the Chesapeake and Ohio are held at Gladstone up the river, awaiting room in the yard. Merchants have for years been making complaints against the road on account of these delays, which have in many instances seriously impeded business. The complaint was that the railroad company charged for each day overtime taken by the merchants in unloading, and yet, on the other hand, held the cars outside of Richmond to suit its convenience.

Messrs. Giles and John Donnan have lately taken this matter up, and have enlisted the aid of the great merchants and manufacturers all over the United States. The matter will be brought to the attention of the Interstate Commerce Commission by eminent counsel employed by the shippers.

The Chesapeake and Ohio, taking time for the forelock, is preparing to meet the increased demands of freight business by enlarging the yards.

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RATE HEARING IS AGAIN TO FRONT

Assistant Comptroller of B. and O. Testifies at Great Length.

GEN. FREIGHT AGENT NEXT

Good Progress Being Made, and End Seems Now in Sight.

Resuming the hearing on the famous uniform freight rate matter yesterday the Corporation Commission called the Baltimore and Ohio Road, and Assistant Comptroller G. W. Booth occupied the stand all day.

Hon. A. C. Braxton completed his cross-examination of Captain Booth on behalf of the State before adjournment, and General Freight Agent T. W. Gallaher will be the first witness this morning. Messrs. John G. Wilson and Rudolph Bumgardner appeared for the company, and Mr. Braxton for the State, Attorney-General Anderson being detained in the Supreme Court, and for that reason unable to be with his colleagues, the Staunton lawyer.

Captain Booth made a brief preliminary statement concerning the history of his road at the suggestion of his counsel, and then he was questioned at length concerning its financial condition and operations. He testified that the Valley Railroad, which is a branch of the Baltimore and Ohio, had never paid a dividend, and that the controlling company would be glad to dispose of its interest therein.

A Full History.

"What is the capital stock of this Valley Railroad?" Mr. Wilson asked.

"In round numbers, \$2,700,000."

"How is this divided?"

"The Baltimore and Ohio Railroad Company took about \$1,700,000. Baltimore city took \$1,000,000—for both of which cash was paid. The remaining shares were held by some eighty-seven private parties."

"As to the mortgage?"

"This was made in 1881, to run forty years. The authorized issue was \$1,000,000, but only \$350,000 was actually issued, all this being taken by the Baltimore and Ohio, for which \$283,000 was paid in cash."

"This shows a total of \$4,000,000 in cash put into the road, speaking in round numbers. The property is valued at about \$3,000,000, plus \$2,000,000 in rolling stock."

"Has the road ever declared a dividend?"

"It has not."

"Has it met its bond obligations?"

"No."

"Have any operating expenses ever exceeded the income?"

"Yes; this has been the case three out of eight years, during which I have been connected with the road."

"What were the earnings and expenses of the road for the year 1905?"

"Gross earnings, \$1,151,153; expenses, \$1,233,554; net earnings, \$44,000, showing a percentage of 3.8-10-3."

For the State.

This about completed the examination in chief of the railroad official, and Mr. Braxton took him in hand and held him until the hour of adjournment.

The attorney for the State called for the annual reports of the Valley Railroad for the past ten years, but witness said he could not produce all of them, as many of the records had been destroyed in the Baltimore fire.

Mr. Braxton cross-examined him closely on all the points brought out by the attorney for the road, and sometimes his questions were of a most searching nature.

The commission is making fine progress with the examination now, and two long sessions are being held each day.

Several more roads are to be examined, and most of those that have had witnesses on leave are expected to be in by Christmas.

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